

FAIR HAVEN HAPPENINGS.

The Car House Completed.—East Pearl Street, J. E. Church Supplies—A little of the British Invasion—Other News.

The new car house of the New Haven Street Railway company is completed save laying the connecting tracks and Roadmaster Peck is engaged with a gang of men putting down the rails. It is a first-class building with all the latest improvements and will hold a large number of cars.

Conductor Keyes of the Morris Cove line is again on duty after a two weeks' vacation.

Supplies for the East Pearl street M. E. church during the vacation of the pastor, Rev. N. G. Cheney, have been provided as follows: Sunday, August 11, Rev. J. W. Eggleston; August 15, Rev. Edward Cunningham, a former pastor, and August 25, Rev. H. D. Weston, D. D., also a former pastor.

Druggist Ezra Healy will spend his vacation at Lake Mohonk and will leave in a few days.

Two cargoes of plaster have been brought from Nova Scotia for the Adamant company, the barkentine Bahama with 600 tons and the brig Ewins with 725 tons.

George Hitchcock is having a residence erected at the corner of East Ferry and Fulton streets to cost about \$2,500. A. H. Cargill is the builder.

Rev. D. J. Clark, pastor of the East Haven Congregational church, is spending his vacation at Brattleboro, Vermont.

Mr. and Mrs. Will Russell, their cousin, Miss Gertrude Perrin, and George Smith left Sunday night for a trip up the Hudson river and a stay at Pittsfield, to be away two weeks.

Mrs. Henry Keech has returned from a five weeks' visit with friends in Nantucket.

Leslie Russell, a conductor on the Edgewood avenue road, who fell from his car and fractured his leg several weeks ago, is able to walk with the aid of crutches.

Rodley Bradley while tonging for round clams at Morris Cove last week pulled up a solid shot. He knocked off about two inches of rust from the shot, which bore evidence of having been in the water many years and was probably thrown in at the time of the British invasion. Mr. Bradley says the shot was probably a twelve pounder.

The semi-annual meeting of Home Councils Nos. 1 and 2, Brotherhood of Relief, will be held to-morrow evening at 8 o'clock.

Mr. and Mrs. W. F. Dutcher left for Sag Harbor for a two weeks' stay yesterday. Mr. Dutcher is sexton of the Grand Avenue Congregational church.

INNERS' BAND CONCERT.

The Program for To-morrow Afternoon's Grand Entertainment.

The program for the grand concert by Inners' famous band for to-morrow afternoon at Savin Rock is as follows:

SOLOISTS.

Miss Martha Garrison Miner, soprano.
Miss Katherine Macneil, contralto.
William A. Xanten, tenor.
Ethan Allen, basso.
Miss Edith Howe, soprano.
Miss Marie J. Wichman, contralto.
Clayton C. Ferguson, tenor.
Franklin F. Saxon, basso.

PART I.

1. Overture—"Fest".....Lassen
2. a. "Spring Song" (for red instrument only).....Mendelssohn
b. "Pizzicati" (concert polka).....Strauss
3. Vocal Solo.....Clegg
4. "Peer Gyn" (descriptive suite).....Clegg
5. Vocal Solo.....Clegg
6. "Chronicle-Telegraph March" (new).....Inners
(Published for Piano Solo.)

PART II.

1. A Day at the World's Fair.
2. The Dawn. Descriptive Idyl.
3. Morning Prayer.
4. The Great "Whaleback" "Columbus" All Aboard.
(a) On the Lake.
Barcarolle (Instrumental).
The Passing Steamboat.
"Swanee River."
All Shore.
5. In Music Hall.
(a) Solo for Basso.
(b) Paderewski at the Piano;
Chopin Waltz in D flat.
6. Liberal Arts Building
(Foreign Section).
(a) Germany—"De Wacht am Rhein."
(b) Austria—"National Anthem."
(c) Italy—"Royal March."
(d) Great Britain—"God Save the Queen."
(e) Russia—"St. Patrick's Day in the Morning."
(f) Russia—"Russian Hymn." Solo for Ladies' Chorus.
(g) "La Marseillaise." Solo for Tenor.
Grand Ensemble. Finale.
7. On the Midway Pleasure.
(a) A Reminiscence of Some Midway Bands.
(b) Hagenbeck's Menagerie.
(c) Old Vienna.
(d) Dahomey Village.
(e) Cairo Street (dances de ventre).
8. In a Gondola on the Lagoon—Boat Song for Tenor.
9. Inners' Evening Concert at the Court of Honor.
(a) Trombone Solo, by the greatest trombone player in the world.
(b) Rigoletto Quartet.
10. National Anthem—"The Star Spangled Banner." Grand Ensemble for Vocal Soloists, Band, Chorus, Cannons, etc. The audience is respectfully invited to join in the singing of chorus to this number.

Manager Gerth, to fully accommodate the public with seating room to hear Inners' band at Savin Rock to-morrow, has rented 500 chairs, thus increasing the reserved seating room by 500 seats. This will make 1,200 reserved seats, in addition to which there are 1,000 seats not reserved. Manager Gerth sent about the city last evening on the Winchester and West Haven and branch roads an illuminated car carrying about eighty white and colored lights and having a transparency on top inscribed in bold letters, "Inners' Band."

PERSONAL JOTTINGS.

New Haven People and Their Summer Outings—Journings by Sea and Land—The Mountain Inn and Sea Shore Resorts.

William Fisher and wife of 197 De Witt street have returned home from a two weeks' vacation spent in Far Rockaway.

Mrs. Sophia Piehn of Jersey City is visiting her parents, Mr. and Mrs. Peter Borgen of Broad street.

Dr. Louis J. Gaynor of 154 Orange street has returned from a brief business trip to Canada.

Charles V. King of Dixwell avenue is spending his vacation with relatives in Providence.

Mr. and Mrs. Charles F. Messenger of Whalley avenue have returned home from a two weeks vacation spent at Lake Waramaug.

Miss Hattie Streeter of Albany is the guest of Mrs. Frank Converse of 1 Whalley avenue.

Mrs. Moses Thomas and daughter left yesterday for the White mountains, where they will remain for three or four weeks.

Louis Rolla of this city leaves to-day for a month's sojourn on the St. Lawrence river.

Bernard McQueeney, the poultry head clerk at Louis Lewinson's State street cafe, is enjoying his vacation cruising on the sea.

Mr. Q. Nadler of 122 Olive street has returned from a month's visit to Boston, Mass.

E. Francis Davis, the well known city editor of the Palladium, has returned from a two weeks' sojourn at Old Point Comfort.

James F. Flynn, for many years connected with the insurance office of J. G. & J. C. North, has gone to Narragansett Pier, Newport and other places for a two weeks' vacation stay.

Herbert Clark of Alwater street, Fair Haven, has gone to Woodstock, Vt., to spend a few weeks.

William C. Curn of San Francisco, Cal., is the guest of G. M. Grant.

Postmaster Beach returned from his yachting cruise yesterday morning. His big schooner yacht Edith, which anchored off the club house yesterday morning, was the first of the local fleet to return from the cruise to Newport.

The postmaster looks tanned and reports that he had an excellent time. He goes to camp at Niantic next week.

J. C. McGuire and daughter Jennie will spend this week at Saratoga, and on their return will stop over a few days at Albany.

Howard C. Webb has severed his connection with the Register and will be associated with the law firm of Case, Ely & Case. Mr. Webb has a large circle of friends, and all wish him the utmost success.

Mr. A. H. Koby of 244 Congress avenue, commander of local council American Legion of Honor, started for Saratoga yesterday as representative to the grand council convention to be held at that place beginning August 6. On his return he will stop among the Berkshire Hills for a few weeks.

Announcement was made yesterday that Charles Tracy Bronson, the well known New York newspaper man, formerly of New Haven, and Mrs. Ella G. Robbins of 229 Norton street, were to be married shortly. Mr. Bronson is now on the staff of the New York Times.

Mr. and Mrs. George Turner of Parkville, Conn., are the guests of President Nicholas Carcoran of the Plumbers' union, at his home on Congress avenue.

Rev. John C. Collins went to Northfield yesterday arranging the program for Mr. Moody's Northfield convention. Miss Annie Masie O'Donnell of 81 Adeline street is visiting friends in Fall River, Mass.

John Carroll of Ward street has returned from his vacation spent partly in New York, Boston and Newport.

Miss Florence Palmer of Park street leaves this morning for Asbury Park to spend her vacation.

Mrs. Thomas Sheehan and son of Greene street are at Collinsville, Conn., for a few days.

M. L. Lambert, the Chapel street hatter, is at Lake George.

W. A. Spaulding, the Church street druggist, has just returned from a trip to Europe. Mr. Spaulding sailed from New York on July 17 on the St. Louis. He went only to London and returned by the same steamer, but feels much improved much in health because of the trip.

Miss M. Stone and Mrs. Harry Lyons are visiting friends in town.

Miss Maggie E. Corcoran of Washburn's pharmacy is spending two weeks vacation among the Berkshires.

It Was a Narrow Escape.

New York, Aug. 5.—What was a very narrow escape from a bad accident occurred at the junction of the Fifty-third and Ninth avenue tracks of the Elevated railroad this morning at 8:45 o'clock. A Ninth avenue train, loaded with passengers, ran into the rear end of a Sixth avenue train and splintered the car considerably, but fortunately did not throw it into the street below. Both trains were held at town and the time was in the midst of the rush of morning traffic. So far as could be learned no one was injured, but there was a panic among the passengers.

A Sad Case.

About four weeks ago James S. McCarthy, twenty-three years old, son of James McCarthy of Milford, justice of the peace for twenty years and ex-selectman, stole a valuable horse from his father's stable and after securing a surrey buggy from a nearby liveryman, made off for this city.

The horse was found at Charles Ratner's stable, No. 70 Washington street, last week by Patrolman Owen J. Dalley. Young McCarthy had sold the rig for \$10, and then made himself scarce. Yesterday the father came to this city and identified the horse as his.

The buggy is one which formerly belonged to Mr. Sanford, of Sanford's hotel at Merwin's Point, and for which McCarthy had traded off a dog cart which doubtless he had received in exchange for the surrey he obtained from the Milford liveryman.

Mr. McCarthy, the elder, will not prosecute his son, because he declared he has not been altogether sane since he served a jail sentence at Bridgeport for the same offense. He will make good the Milford liveryman's loss.

THE TROLLEY AS A FEEDER.

Electric vs. Steam Railroads—A Live Question Awaiting Decision—The Trolley and Connecticut Steam Roads.

"The Trolley in Competition With Railroads" is the title of an article contributed to the Engineering Magazine for August by Clarence Deming of this city. Physical and economic causes, Mr. Deming says, have made Connecticut an alluring field for electric enterprises. The state itself abounds in surplus capital and is open to the overflow of investment funds from New York to Boston. Its physical conformation offers easy grades for electric railroad construction, and the massing of its population in cities and large factory towns, together with the fact that about 200,000 of its population fringes the shore for about forty-five miles between Greenwich and New Haven, favors the development of transit systems.

Opposition to the trolley in the state is two-fold—the tenacity of property rights, revealed particularly in the opposition to the surrender of the high ways outside of the city; and the resistance of the steam railroad corporations. While the period of active electrical expansion has spanned only a little more than twenty-nine months, the statistics of growth are impressive. There are now about 290 miles of street railroad in the state, of which all but two short roads, with some five miles of track, are electrically equipped.

The latest statements of the corporations show roughly an issued capital stock of \$5,500,000, and bonded debt of about \$6,600,000. But, owing to stock inflation, the actual investment is far below the total of \$12,100,000. The increase of business, following the application of electricity, have been large. One important line, on an increase of mileage of 57 per cent, returns for 1894 (electric) over 1893 (horse) a gain of 72 per cent, in gross earnings. Another line showed a gain of 81 per cent, while a small road had the exceptional gain of over 100 per cent.

The increase in electric road building in not a few cases, Mr. Deming says, has been too speculative. "New roads too often have been built, equipped, financed on bonds under special charters, while the stock has been held with partial or even no payments at all, and to a degree the first impacts of the trolley, under the auspices of foreign capital have duplicated the killing epoch of steam railroad building brought to so disastrous a climax in 1873. To these reasons for financial and popular criticism have been added the banking of charters and a tendency to grab streets, to invade municipal politics, and to tamper with city councils. But, despite these flaws of character and conduct, the new motive power has enjoyed a high popularity that is still rising."

Of projected trolley roads, Mr. Deming finds about forty-one enterprises in the state reaching over some 381 miles of single track. Many of them were admitted hard by the present legislation, and in view of the size and ambitions of the electric system, Mr. Deming thinks that "perhaps the organized resistance of the steam companies in the lobby and their sway over the legislature, while revelling to the ideals of representative citizenship, have not been unmixed evils."

As to the effect of trolley roads in the state as parallels of the steam lines, Mr. Deming quotes the figures of loss of passengers presented by the counsel of the Consolidated road to the legislative committee on railroads. The figures, he says, are not so impressive when reduced to dollars on the estimate of 24 cents loss per passenger per mile. That computation would make the loss \$22,461, which is partly offset by economies of steam service in the withdrawals of trains and by the additional business fed to the steam roads by lateral trolleys.

"The possibility of electric rivalry with steam roads in the state," Mr. Deming says, "open a wide realm for prophecy and speculation." "The most sagacious opinion inclines to the belief that the immediate competition between proximate stations will hardly grow into serious rivalry between intermediate ones, and that the trolley as a parallel and competitor will presently be succeeded and offset by the trolley as a lateral and feeder."

Since the opening of the present year the electric have met with many reverses, both in the courts and the legislature. Judge Hall, in passing upon the application of the New Britain company to build a line to Hartford, found against it on the question of public convenience and necessity, and placed the burden of proof as to its public necessity upon the trolley company. "As the steam companies claim unlimited power to multiply trains, especially if equipped hereafter with trolleys, this burden of proof may prove an obstinate barrier to parallel trolley enterprise." In the legislature many parallels were thrown out, and the decision was promulgated that electric companies intending to own their roadbed must come in under the general steam railroad statute, "expressly intended to impose steam parallel schemes." "While the committee's ruling," Mr. Deming says, "follows the strict letter of the statute, it breaks its spirit, and its undue severity is manifest. Under it an electric company in Connecticut must confront the popular feeling against occupancy of rural highways on the one hand, and, on the other, the impeding clause of the general steam railroad law."

Mr. Deming's conclusion is that "popular judgment evidently favors lower taxation of the trolley companies, the jealous preservation of the country highways both for present needs and for future improvement, making the trolley companies pay for occupancy of city streets, and sharp checks on speculative financing of trolley schemes. As against the old vested funds, the rule holds clearly that electricity, paying fairly for its privileges, excluded from the public highways in rural districts, and buying its own right of way, has a right to work out its own future, whether as a parallel or not."

A Pleasant Outing.

The Thomas McGowan association, numbering fifty, celebrated their first outing Sunday at Oyster River. Speeches were made by several members of the association.

WAS LOADED TO KILL.

A Package Addressed to Theodore Roosevelt—Discovered by a Clerk in Overhauling the Mail at the New York Postoffice.

New York, Aug. 5.—Police Commissioner Roosevelt was probably saved from a sudden death by the discovery this morning by Miss Daisy James, a clerk in the general postoffice, of a box addressed to "Theodore Roosevelt," Central Police Office, New York, and supposed to contain a small dynamite bomb.

The package was found among the mail matter in the mail inspection and rating department, where all fourth class matter is sorted and examined to see if there is anything objectionable or belonging to a higher class.

The attention of Miss James was brought to the package by its general appearance and the fact of its being among the newspapers and periodicals.

The package was about six inches long, three inches wide and one and one-half inches deep. She pulled the cover off when the cracking and snapping of a match in the box was heard. Smoke came out of it also and Miss James became much alarmed, and sent for the superintendent of the department.

The latter found a brown tube which proved to be a shotgun cartridge. It was about two and one-half inches long and evidently loaded. From the cartridge there ran a fuse which had a coating resembling talcum powder.

On the cover was a piece of sandpaper. Three matches were arranged so that when the top of the box was pulled out the matches would scratch against the sandpaper and ignite. The fuse was placed so that the burning matches would fire it.

The infernal machine was turned over to detectives who handled it in a very gingerly manner. The cartridge will be examined at headquarters.

The New York Sun in its account says: The most interesting thing about the supposed infernal machine, however, were the postage stamps. There were three of them—two 2-cent stamps and one 1-cent stamp. They had not been cancelled, though they appeared to have been stamped by the postoffice authorities. That was because a dab of ink had been placed on them in a rather clever effort to imitate the cancelling marks used in the postoffice.

Mr. Campbell said he was sure the package had never been posted in this city, because the stamps had not been cancelled. It happened frequently, he said, that mail matter came from Brooklyn or Jersey City without a postmark, but such a thing never happened in this city.

Superintendent Campbell took the package upstairs and showed it to Postmaster Dayton. As he told of what he had found, Campbell tossed the package about lightly in his hand in a way that made Mr. Dayton nervous.

The postmaster communicated with Acting Chief Connelley, who immediately sent two detectives down to the postoffice for the infernal machine. It was turned over to them. The detectives handled it in a very gingerly way, and were very mysterious about the whole matter. The cartridge will be examined at headquarters.

Principally because of the way in which the stamps were marked with ink and did not show a postmark, the impression prevails in the postoffice that the whole thing was designed as a practical joke by one of the employees of the postoffice.

Is Now a Happy Father.

Andrew V. Melis, a brakeman on the Air Line division of the Consolidated railroad, wears a broad smile these days. The cause is a bouncing ten-pound boy, which was presented to him by his wife, nee Cora Northrop, last week. Mother and son are doing well. Mrs. Melis was for several years one of the most popular operators in the local office of the Southern New England Telephone company.

Their Action Endorsed.

Lancaster, Pa., Aug. 5.—The republican county committee to-day, by a vote of 85 to 10, endorsed the action of the delegates to the republican state convention in unanimously declaring for Senator Quay for state chairman.

Will Be Held in September.

Newark, N. J., Aug. 5.—The republican state committee this afternoon set September 18 as the date for the gubernatorial convention to be held at Trenton.

Miners Are Jubilant.

Brazil, Ind., Aug. 5.—The block coal miners are jubilant here over the victory won by the bituminous miners in Pennsylvania. There is a stipulation in the contract between the block coal operators and miners to the effect that in case a raise is secured by the miners in Pennsylvania or Ohio, the block coal miners will be advanced to seventy cents.

Indians Have Returned.

Washington, Aug. 5.—Commissioner of Indian Affairs Browning to-day received the following telegram from Agent Teter: "Pocatello, Idaho, Aug. 3.—All Indians absent from reservation have returned; had big council, requested me to telegraph you that their hearts felt good. Had not harmed a white man and would start haying, leaving their grievances to the justice of the white man."

Suicide at Middletown.

Middletown, Aug. 5.—Wills Sears, aged sixty-eight, committed suicide early this morning. He placed a shotgun between his feet, put his toe on the trigger and blew the top of his head off. The cause was despondency, owing to ill-health. He leaves two sisters.

Court Record.

City Court—Criminal Side—Judge Dow. John Curran, drunk, nolle, breach of the peace, \$5 fine, \$3.46 costs; John Farrell, drunk, nolle, breach of the peace, continued until August 6; Patrick Sullivan, breach of the peace, continued until August 6; Samuel Zenberg, breach of the peace, judgment suspended; Timothy Ryan, breach of the peace, \$5 fine, \$7.06 costs; John P. Jones, breach of the peace, continued until August 6; Malletto Rapallo, breach of the peace, \$5 fine, \$4.12 costs; Galtano Fenaido, breach of the peace, \$5 fine, \$4.13 costs; Alfonso Denico, breach of the peace, \$5 fine, \$4.13 costs; Galtano Rupolo, drunk, \$5 fine, \$6.24 costs, breach of the peace, \$5 fine; Patrick Hurley, breach of the peace, \$10 fine, \$7.06 costs; Frank Kenney, injury to private property, \$10 fine, 30 days in jail, \$6.24 costs; Otto Most, vagrancy, continued until August 7; Patrick Gilman and John W. Quinn, violation of Sunday liquor law, continued until August 10; Charles A. Terry, William Anderson, William H. Rafuse, Michael Malone, entering saloon with intent to purchase liquor, \$5 fine, \$2.23 costs, each; Henry Bowery, Thomas Farrell, Timothy Dunn, Henry Ehrenberger, Michael Trellon, entering saloon with intent to purchase liquor, continued until August 6; Edward W. Dillon, breach of the peace, judgment suspended; Hugh O'Neill, breach of the peace, continued until August 6; Frederick McLean, trespass, \$3 fine, \$4.32 costs; Robert B. Byers, violation of Sunday liquor law, continued until August 9; Charles E. Fothergill, violation of Sunday liquor law, continued until August 9; Charles J. Connors, violation of Sunday liquor law, continued until August 10; John P. Nugent, violation of Sunday liquor law, continued until August 10.

Court Notes.

A BIG BATCH OF VICTIMS OF THE LIQUOR LAW AND OF OTHER CASES.

Sixteen victims of the new liquor laws were in the city court yesterday as a result of Sunday's raids at Lighthouse Point and on West Water street.

The officers arrested P. J. Quinn, John W. Quinn, William H. Gilman, Patrick Gilman, James P. Nugent and Charles J. Connors for doing a Sunday business in the open air at Lighthouse Point. These cases were all continued in court yesterday until Saturday, August 10. They will be prosecuted by the new liquor prosecuting attorney, James D. Dewell, Jr.

Charles E. Fothergill, who keeps a saloon at No. 27 West Water street, was also caught in Sunday's raid, and his case, together with that of Robert Byers, was disposed of in like manner.

Of the eight men who were caught drinking in Fothergill's saloon four paid fines of \$5 and costs. These were William Anderson, Charles A. Terry, William H. Rafuse and Michael Malone. The cases of Henry Bowery, Thomas Farrell, Timothy Dunn and Henry Ehrenberger were continued until August 8 to pay. All the men are out on bonds.

ASHES TO ASHES.

(From the Sun.)

Whether our dead shall be buried or cremated; whether they shall be consumed by a revolting process in, say, sixty years, or by a purifying process in sixty minutes; whether the body we have cherished in life shall be forced to submit to the indignity of becoming for generations food for the veriest vermin that crawls in the noisome vapor within the coffin lids, or by incineration, by rapid absorption of the gaseous elements passing almost instantly into the air above us; whether it be "dust to dust" lingeringly, or "ashes to ashes" speedily, are questions which are receiving more and more consideration daily.

Medicine and chemistry, instinctively alive to what contributes most to the health of the human family, have given an almost unanimous endorsement to the practice of cremation on sanitary grounds alone.

The opposition to this practice has come almost wholly from prejudice, a prejudice borne of conservatism, which has done so much to arrest the march of progress in every age. Conservatism has always been indeliberate. It never inquires into the right or wrong, the good or evil of any new phase of thought. It blindly clings to the ignorant past, holding in contempt the intelligent present. It has retarded and still retards letters. It has ever been the foe of science. It persecuted Copernicus, discredited Newton, terrorized Galileo and ridiculed Darwin. It crucified Christ. It fed the flames of Seville, Smithfield, Geneva and Salem. It gibbeted Quakers, it sought to discourage Columbus, it sneered at Fulton, Morse and Edison. It defended slavery. It has been championed the divine right of kings and ecclesiastics. It is this Bourbon of conservatism which to-day is the most potent obstacle in the way of reform in the disposal of our dead.

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